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MARCH/APRIL 2011

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COVER: Dredged materials from Chesapeake Bay shipping channels helped to reverse the shrinking of Poplar Island due to erosion, and also created a critical habitat for wildlife such as the egret. Photography courtesy of the Maryland Environmental Service/Brad Fruh.



The latest news about the Port of Baltimore can be found on Twitter. Users should go online to twitter.com/portofbalt.

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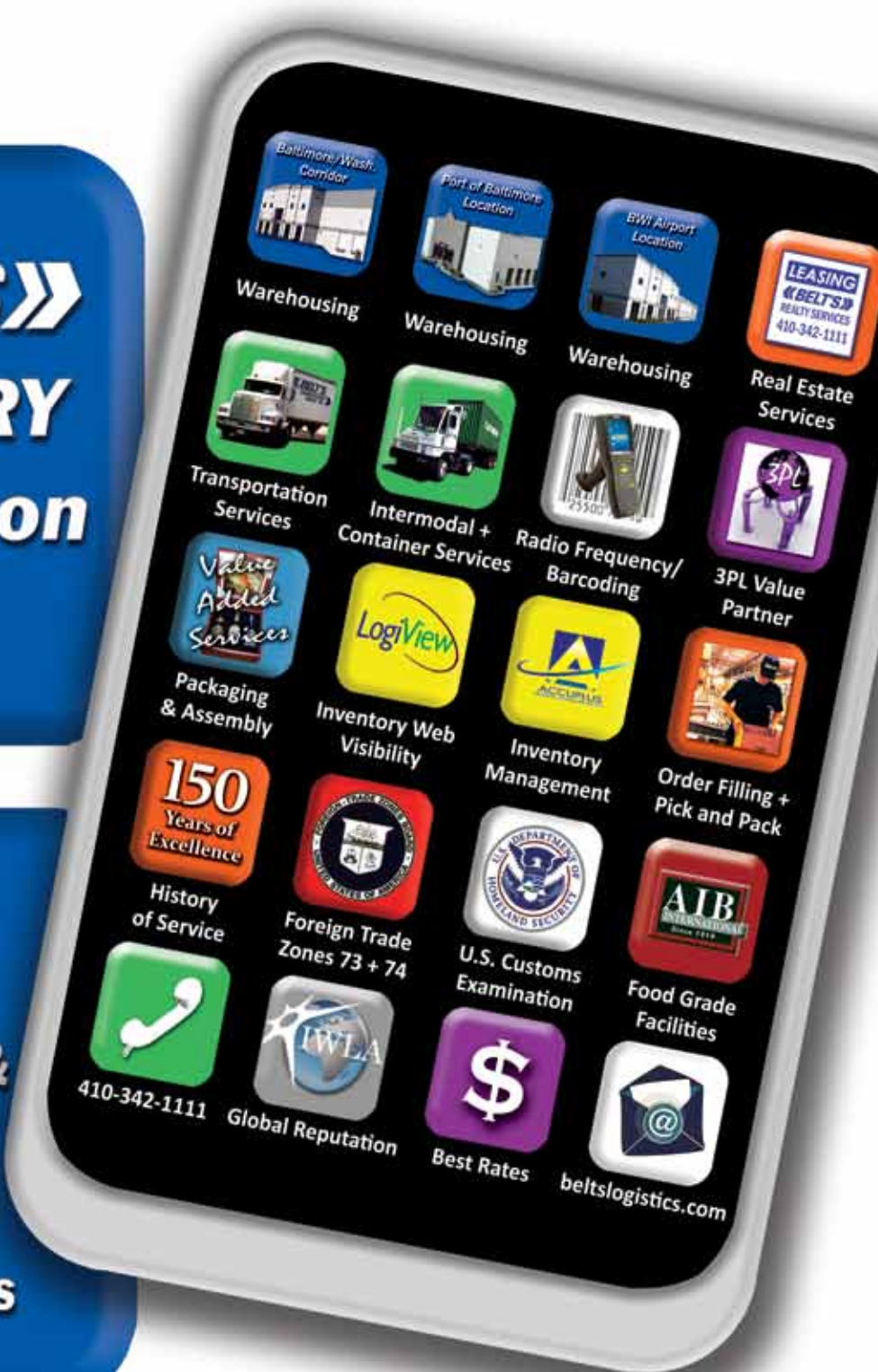
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Port's Efforts Complement State's Environmental Push

Last month, the *Baltimore Sun* wrote a story on the greening efforts at the Port of Baltimore. The story highlighted different companies at the Port, as well as efforts being made by the Maryland Port Administration to change ways of doing business that benefit the environment.

The article described how Wallenius Wilhelmsen Logistics, one of the world's largest Roll-On/Roll-Off carriers, recycles water in its car wash at the Port and uses electric or hybrid diesel-electric cargo-handling equipment. The company also has plans to create zero-emissions marine terminals in Baltimore and in other locations. Another prominent company at the Port, Ports America Chesapeake, which operates the Port's Seagirt Marine Terminal, has installed cleaner diesel engines in many of its yard trucks and recycles materials like oil and scrap metal.

McAllister Towing, which provides tugs for the huge ships that come into the Port everyday, is reducing its operating speeds in order to burn less fuel. And the Maryland Port Administration has initiated an Environmental Management System that is including best management practices in categories like spill reporting, air emissions and water quality.

These efforts being made at the Port of Baltimore complement our efforts on the state level to reduce our carbon footprint. In March, I appeared before the Maryland legislature to discuss my

support for the Maryland Offshore Wind Energy Act of 2011. This will require that public utilities utilize Maryland's natural resources to generate much-needed clean, renewable energy and promote green job creation. Due to our ideal location in the mid-Atlantic, the deep-water Port of Baltimore, and strong manufacturing infrastructure, Maryland is well-positioned to be a leader in not only offshore wind generation, but in ongoing construction and maintenance.

In the last year, my administration has supported one of our state's greatest resources by more than doubling funding for the Chesapeake Bay Trust Fund. We also passed the Maryland Clean Energy Incentive Act of 2010 and helped push into law the Motor Vehicle Excise Tax, which gives our citizens a tax exemption when purchasing a qualified plug-in electric car.

I applaud the green efforts being made at the Port of Baltimore. I also encourage other businesses at the Port to re-examine their business models and do what they can to become more environmentally responsible.



Martin O'Malley
Governor

executive VIEW

EMS Leads To Important Accomplishments

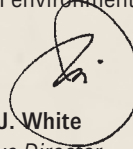
In recent years, we have seen a substantial awareness in the maritime industry on the importance of protecting our environment. From shippers to terminal operators, from railroads to ports, reducing your carbon footprint has become a key element of business strategy. As a result, the Maryland Port Administration has developed and implemented an Environmental Management System (EMS).

The EMS is the framework of how the MPA develops environmental policies, procedures and programs. As part of the EMS, the MPA's environmental goal is compliance, improving on environmental performance, pollution prevention and good communications on environmental issues with Port users. Under the EMS, the MPA tracks key metrics that help us monitor our environmental performance. Performance indicators in the areas of recycling, clean-up responses, air emission reduction and water quality are all measured.

In 2010, the MPA saw an increase of paper and paper product recycling by 10 percent. We also have recycling programs for bottles and cans, and utilize scrap materials from demolition projects that can be reused. Better educating our port users on the importance of spill reporting helped contribute to a 15 percent increase in documented activity. Having a better handle on the number, types and locations of occurrences can greatly aid timely investigations and help determine cause and corrective actions for the future.

Air emission reduction was helped through the Port's Clean Diesel Program. Last year, three harbor craft, seven locomotives, 26 dray trucks and 42 pieces of cargo-handling equipment were retrofitted with cleaner, more efficient engines. From these efforts, we saw reductions of 50 percent in particulate matter, 31 percent in nitric oxides, 12 percent in cargo dioxides, and 12 percent in fuel. Best management practices in improving water quality led to upgrading several stormwater management ponds at Dundalk Marine Terminal, while pilot programs were initiated that included the installation of trash and sediment screens at several storm drains. Those filters collected trash and pollutants, petroleum products and phosphorus.

We could not have made these strides without our MPA employees. Their understanding and willingness to support these efforts have been essential reasons for these accomplishments. Increased environmental awareness training and better communications with Port tenants have also been large contributors. The MPA will continue to work through our EMS program to make sure the Port of Baltimore maintains its leadership in marine terminal environmental innovation.



James J. White
Executive Director

SOUNDINGS

The happenings in and around the Port

EVENTS

Green Focus at BPA Legislative Reception

At the Baltimore Port Alliance's 15th annual Legislative Reception, held in Annapolis on January 27, a theme of "The Sustainable Port" placed a spotlight on environmental concerns. The annual event brings together legislators with members of the Port community, not just to schmooze, but also to educate. Maryland Department of Transportation Secretary Beverley Swaim-Staley and Maryland Port Administration Executive Director James J. White both gave brief updates to the crowd. Maryland State Del. James Gilchrist said, "This is my second term in the legislature. I still feel like I have a lot to learn, and this event is very informative." 🌐



PHOTOGRAPHY BY KATHY BERGEN SMITH

At left: Port professionals and state legislators mingled amid numerous displays highlighting "The Sustainable Port." Above, clockwise from top left: Maryland Transportation Secretary Beverley K. Swaim-Staley and Del. Brian K. McHale; Sen. Richard F. Colburn and Ports America's Solomon Egbe; Del. James E. Malone, Jr. with Del. Gilchrist's Legislative Aide Carmel Walz; and Rukert Terminals Corporation President John L. Coulter with Del. Luke H. Clippinger.

EVENTS

Conferences Address Maritime Security

Maritime industry leaders will gather at the ninth annual Maritime Homeland Security Summit in April and then a month later at the ninth annual Maritime & Transportation Security Expo to discuss new safety approaches for the Port of Baltimore.

According to Summit organizers at the Institute for Defense and Government Advancement, the four-day "training conference" April 11-14 provides a forum for senior-level government officials, industry partners and academic communities to "align shared goals, showcase new technology and define the way forward for the U.S. government." Topics under discussion range from the U.S. Department of Defense's role in Homeland Security to the Coast Guard Leadership Vision for the 21st century. A four-hour

tour of the Port of Baltimore is also part of the event.

The Summit takes place at the Harlem Renaissance Baltimore Harborplace Hotel. For more information or to register, visit www.MaritimeHSSummit.com or call 1-800-882-8684.

On May 4-5, the Security Expo will include workshops and seminars geared toward addressing tactical regulations, operational gaps and strategic issues between industry and government. A long list of distinguished speakers includes Gov. Martin O'Malley and Maryland Port Administration Executive Director James J. White. Among topics being discussed are Cyber Security, Maryland's current and future intermodal security efforts, and "The Threats We Don't See Coming."

The Expo, which is hosted by the Port of Baltimore, will be held at the Baltimore Convention Center. Information and registration is available at www.maritimesecurityexpo.com or by calling 301-493-5500. Group discounts are available for both conferences. 🌐

ONLINE

Update Your Port Directory Listing

Companies and organizations interested in being part of the Port of Baltimore Directory should go online to either create or update their listing at **POBdirectory.com**. The printed version of the 2011 Port of Baltimore Directory is now in the works.

A basic listing is free, and the process to post a listing should take just a few minutes. Questions should be directed to Nancy Menefee Jackson, Assistant Editor, Media Two Custom Publishing, at 443-909-7837 or nancy.jackson@mediatwo.com.

Anyone interested in purchasing an ad or enhanced listing in the printed directory or online at **POBdirectory.com** should contact Media Two Advertising Director Steve Lassiter at 443-909-7828 or steve.lassiter@mediatwo.com.



Go to Twitter for Port Happenings

The latest news about the Port of Baltimore can be found on Twitter. Users should go online to **twitter.com/portofbalt**.

Recent topics being discussed included the 50-foot berth under construction at the Seagirt Marine Terminal, Port sustainability efforts and cruise opportunities.

CARGO

CBP Discovers Pests in Foreign Cargo

Baltimore's U.S. Customs and Border Protection (CBP) Agricultural Unit recently discovered a tiny terrorist lurking in the shadows of Italian ceramic tiles. It was the second discovery of an unwelcome insect pest at the Port of Baltimore within just a few weeks of each other.

"It is very unique that a single Customs and Border Protection port may capture two new insect pest discoveries in such a short time, and on a single commodity," said CBP Baltimore Agriculture Supervisor David Ng. "CBP agriculture specialists take very serious our mission of protecting American agriculture, and each pest interception emphasizes the importance of our efforts."

CBP agriculture specialists inspecting a shipment of Italian ceramic tiles in January discovered a *Dorytomus*. Also known as a Willow Weevil, it is a genus of plant-feeding weevil never before reported in Baltimore.

The finding came less than three weeks after the discovery of a *Stenopterapion tenue*, another kind of plant-feeding weevil, also among Italian ceramic tiles. "Weevils, if left unchecked, could have a profound impact on America's crop plant industries," said Ng.

NEWSMAKERS

Two Key Labor Figures, formerly of Ports America, Retire

A pair of labor leaders highly visible in the Port of Baltimore community retired in February: Paul Kursch, President of ILA Local 1429, and Bill Reeve, the Steamship Trade Association's Powered Industrial Truck (PIT) Training Manager.

Kursch, a former Ports America employee, served as financial secretary from 1988 to 1990, leading the union to a check-off system for dues collection, and then as president from 1990 to 2001; he was elected again in 2009.

"As financial secretary, he pretty much took the local out of bankruptcy," said John Leichling, the former Vice President of ILA Local 1429 who replaced Kursch. "He has been a great asset to the local. ... He knows how to get along with people. He's been one hell of a teacher for me."

"The Port and the ILA have been very good to me; they've provided me with a good living," said Kursch, 62, who plans to travel and play golf. "I have nothing but good to say about the Port and the people here."

Bill Reeve, who also worked for Ports America, has been the STA's PIT training manager since 2001 and an integral part of the RO/RO Rodeo. In addition to developing and conducting training in everything from yard hustling equipment to hazardous materials and security awareness, Reeve was also responsible for the PIT certification of ILA workers.

"Bill has definitely been an asset to the STA and he has certainly performed the essential training functions very well," said David Hartman, STA Vice President. "We're sorry to see him leave."

"I'm really going to miss it," said Reeve, 70. "It's been a delight working with everybody down here."

Reeve, an avid fisherman, has since moved to Cape Coral, Fla., near his son, who has a fishing boat.

NEWSMAKERS

Third National Award for Masonville Environmental Restoration Project

The Masonville Cove Environmental Restoration Project spearheaded by the Maryland Port Administration (MPA) has received a Special Recognition award from the Coastal America Partnership. The award recognizes the efforts to transform one of Baltimore Harbor's most contaminated sites into an area that will benefit wildlife, citizens and the port industry.

"As one of Maryland's great environmental success stories, the Masonville project has succeeded in cleaning up more than 60,000 tons of trash and debris along the Baltimore waterfront and working hand-in-hand with local communities to benefit the environment," said MPA Deputy Executive Director M. Kathleen Broadwater. "In addition to the myriad of green enhancements and features, this multi-layered project will, over the long-term, also develop a new marine terminal for the Port of Baltimore using dredged material that will help sustain and grow business and jobs."

The centerpiece of the Masonville restoration project is an environmental education center that has been visited by more than 2,000 Maryland children and adults since its doors opened in 2009. The Living Classrooms Foundation and National Aquarium in Baltimore develop and direct the center's education programs while the Baybrook community association organizes family-friendly activities.




BILL MCALLEN

Receiving the Special Recognition Award in February were, from left, Col. David Anderson, District Engineer, Baltimore Corps of Engineers; Jo-Ellen Darcy, Assistant Secretary of the Army, Civil Works; Maryland Transportation Secretary Beverley K. Swaim-Staley; Maryland Port Administration Executive Director James J. White; and Virginia Tippie, Director, Coastal America.

The environmental education center is just part of a larger restoration project of more than 54 acres of shoreline along the Patapsco River's Middle Branch near the Brooklyn and Curtis Bay communities. Other key elements include a new environmental park and wildlife area; a series of hiker-biker trails that will provide local residents access to the Patapsco River; a boat ramp limited to non-power boats like kayaks and canoes; and improvements to stream and fish habitat. Long-term plans include developing a new marine terminal for the Port of Baltimore using dredged material to build a containment site on the remaining 141 acres.

In 2010, the Masonville project received two national awards — one from the National Association of Environmental Professionals and another from the American Association of Port Authorities.

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GreenPort

MPA's Environmental Stewardship > > > >



The Maryland Port Administration (MPA) has a clear goal for stormwater management: To generate awareness among Port users not only of their impact on water quality, but also of opportunities available to improve the physical and biological integrity of local waterways. One such opportunity is to control pollution that is transported by rainfall runoff or stormwater from marine terminal activities.

According to Barbara McMahon, Manager of the MPA's Safety, Environmental & Risk Management (SERM) Department, under its Municipal Small Storm Sewer System (MS4) permit, the MPA is developing and implementing control measures to reduce and eliminate pollution from rainfall runoff, which flows through storm drain systems to local streams and other waterways. These control measures include: public and Port user education and involvement, discharge detection, construction runoff control, and pollution prevention and good housekeeping.

As part of the MPA's environmental management system (EMS), employees are encouraged to get involved, make suggestions for improvement and be aware of environmental impacts. During a

recent environmental awareness training class, MPA crane employee Rick Holman suggested the slogan, "Use Your Brain, Not the Drain," as a reminder for all Port users to protect and improve the health of the Chesapeake Bay. Rick's co-workers enthusiastically endorsed the slogan, which will be posted throughout the MPA terminals.

Bill Richardson, MPA's Environmental Manager, stresses involvement and a proactive approach to managing storm water runoff. "The active participation by Port users and terminal tenants in identifying risks to water quality and establishing controls to reduce or eliminate the risk are integral to our program," Richardson said. "We have been fortunate that our Port partners are engaged and committed to the process."

This year, emphasis is being placed on establishing a comprehensive program to prevent trash from entering the waterways. The MPA and its partners are working together on this issue to evaluate, measure, and control the trash on the terminals.

"Evaluating the effectiveness of new stormwater technologies through MPA's Environmental Management System will provide good data as we work toward meeting the MS4 permit requirements," said Richard L. Sheckells, Jr., Chief of

Environmental Initiatives for the MPA. "This progress is important to the Port's role in helping restore the Chesapeake Bay."

Clean Diesel Program Clears The Air

In July 2009, the U.S. Environmental Protection Agency (EPA) awarded the Port of Baltimore a \$3.5 million grant under the American Recovery & Reinvestment Act (ARRA) to accelerate the implementation of various EPA-certified clean diesel technologies for vehicles and equipment involved in day-to-day operations. According to the MPA, some of the more than 85 ARRA sub-grant awards have gone toward main engine replacements on harbor craft; start/stop idle reduction devices fitted to railroad locomotives; "repowered" forklifts, terminal tractors and other cargo-handling equipment; and exhaust retrofits for diesel-powered Port drayage trucks. (For more about one of the ARRA-funded projects, see "Environmental Upgrade for McAllister Fleet" on page 32.)

The Port of Baltimore Clean Diesel Program is recognized as an element of Maryland's Climate Action Plan. The Maryland Department of the Environment provided funding to support the new technologies, and some individual projects required matching funds from private partners, showing how government and business can couple economic growth and job creation with making environmental headway.

The Baltimore/Washington metropolitan area regularly exceeds federal standards for ground-level ozone and fine particulate matter, both of which are the by-products of burning carbon-based fuels that power automobiles, buses, trucks and off-road equipment such as forklifts, terminal tractors and aerial lifts. >>>

green ACHIEVEMENTS

Environmental Management System

- Progress made toward ISO 14001:2004 certification

Self-Audit Program

- Evaluated compliance with federal and state environmental regulations
- Independent third-party audits performed at various locations, with corrective actions completed at Dundalk Marine Terminal

Spill Reporting

- Reporting increased by 15% (allowing for timely investigations, targeted corrective actions and improved spill response)

Recycling

- 10% increase in recycling of paper products; introduced bottle/paper and can recycling project
- Established goal of recycling or reusing 70% of material from demolition projects

Air Emission Reduction

- Clean Diesel Program resulted in numerous improvements
- Determined preliminary estimates in annual reduction of:
 - Fuel – 12%
 - Carbon Dioxide – 12%
 - Nitric Oxides – 31%
 - Particulate Matter – 50%

Water Quality Improvement

- Initiated best management practices focused on maintaining and upgrading stormwater management ponds at Dundalk Marine Terminal
- Pilot program evaluated innovative technologies used in installation of trash and sediment collection screens at several locations, as well as storm drain filters
- Filters in three storm inlets collected 88 pounds of trash and sediment and 210 pounds of pollutants, petroleum products and phosphorous

Awareness and Involvement

- Refresher environmental awareness training held for MPA employees
- Port Pollution Prevention Committee (P2) met regularly to discuss environmental issues



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Nearing Goal For ISO 14001 Certification

The Maryland Port Administration (MPA) is in the process of applying for and obtaining ISO 14001 Certification of its Environmental Management System (EMS). "We began this process several years ago, knowing that it takes a tremendous commitment of resources for the development and implementation of an EMS," said M. Kathleen Broadwater, Deputy Executive Director of MPA. "We felt that it was worth the effort, because a systematic approach to environmental management will ensure ongoing compliance to environmental regulation and policy. Stewardship of the environment is an essential element of MPA's mission."

ISO 14001 environmental management standards help organizations minimize their environmental impacts, comply with applicable laws and regulations, and continually improve in these efforts.

ISO registration includes audits and reviews to assess whether an organization's

environmental performance meets current legal and policy requirements, and whether it will continue to meet these requirements.

The MPA is working with its registrar, NSF International, to evaluate and determine if its EMS meets the requirements set forth in the standard.

"The MPA has a history of commitment to improving environmental performance..."

Following a pre-assessment audit, NFS then conducts a two-phase registration audit, which includes document and record review, a facility inspection, an environmental aspects and impacts evaluation, and MPA employee interviews. The goal is to finish the process for certification/registration by mid-2011. Maintenance of the certification requires continued ISO 14001 audits periodically over the next several years.

"The MPA has a history of commitment to improving environmental performance but we felt that developing and implementing

an EMS would ensure an ongoing approach to managing our environmental risks and impacts," explained Barbara McMahon, MPA Manager of Safety, Environment & Risk Management.

McMahon added that an "environmental core team," which consists of

representatives from all divisions and departments within the MPA, "works diligently on the EMS." Representatives include Joe Nickoles, Maintenance; Mark Kreaflle, Engineering; Mary Jane Norris, Operations; Bill Richardson, Environment; Brian Lanasa, Maintenance; and Mary Kay Radford, Accounting.

"As stated in MPA's environmental policy, the MPA is committed to continual improvement, environmental compliance, pollution prevention, and environmental outreach to its employees and other Port users," said McMahon. 🌐

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WATERKEEPER SHARES GOALS WITH BPA

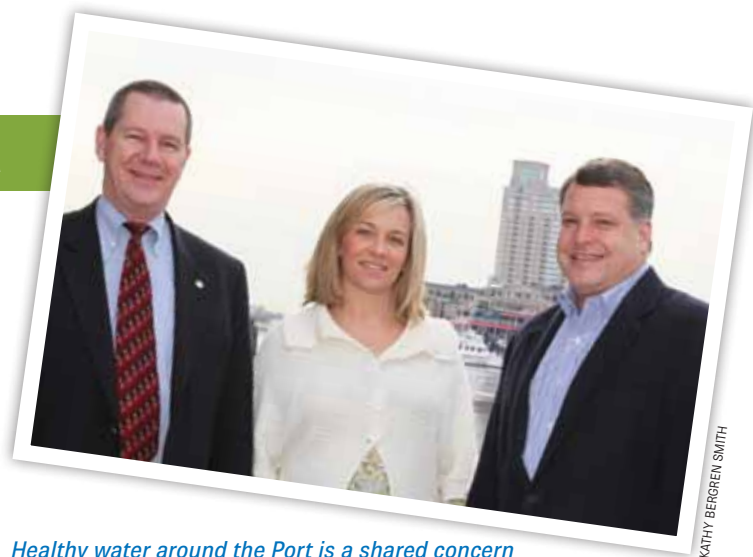
The Baltimore Port Alliance (BPA) has forged collaborative relationships with numerous community and environmental groups to better understand each other's point of view and achieve mutually desirable objectives. One such group is the Waterkeeper Alliance, which provides grassroots support for communities that are concerned about the quality and quantity of their water resources.

The BPA has met with Baltimore Harbor Waterkeeper Eliza Smith Steinmeier to discuss goals and tour member facilities while addressing concerns about stormwater and toxics.

"The Port has been reaching out to us looking for innovative solutions," said Steinmeier, who expressed her appreciation for being made aware of environmental efforts being taken at the Port. "Public outreach is a wonderful step — I commend the Port for making these efforts."

PA Environmental Committee member Capt. Mike Reagoso, Vice President of Mid-Atlantic Operations for McAllister Towing, noted, "Our relationship with Eliza is a model of what a best-case, win-win relationship between industry and environment can be. By working together and building trust in each other, we can get a lot more accomplished than working in an adversarial relationship."

Steinmeier agreed. "They have helped me understand better what they do, and I help them understand better what we do. We



KATHY BERGEN SMITH

Healthy water around the Port is a shared concern of, from left, MPA's Rick Sheckells, Baltimore Harbor Waterkeeper Eliza Smith Steinmeier and McAllister Towing's Capt. Mike Reagoso.

keep the dialogue open, so when real specific situations happen, an open discussion can occur."

Rick Sheckells, Chief of Environmental Initiatives for the Maryland Port Administration (MPA), added that BPA's ongoing dialogue with the Baltimore Harbor Waterkeeper "has helped our members identify new opportunities for collaboration with local watershed organizations on a variety of pollution prevention strategies which can help improve compliance with environmental regulations." 🌐





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BILL MCALLEN

MPA Dredging Operations Continue to Make Port Safer and Enhance Environment

ELS

When the northwest wind howled this winter, weary residents started dreaming of a cruise to the islands. But that wind could have threatened to catch the side of large cruise ships as they turned, possibly blowing them against the side of the South Locust Point channel. So, with a bit of dredging, the Maryland Port Administration (MPA) modified the channel, making the room needed to turn 1,000-foot ships in the wind and preserve the dreams of island vacations.

"It's over and done and the cruise ships are using that widened channel," said Frank Hamons, deputy director for Harbor Development. Hamons added that the MPA was able to pump the dredged material directly into the Masonville Cove containment site, a 141-acre tract on the south shore of the Patapsco River's Middle Branch. >>>

BY NANCY MENEFEE JACKSON





KATHY BERGREN SMITH

The MPA also is working on capping the upland portion of Masonville Cove, which contains old contaminants, pioneering a method that preserves trees, vegetation and wildlife habitat.

"We've developed a system that saves the major trees," Hamons explained. "Normal procedure is to go in and cut down the trees. We've looked at various ways — you can't just fill up around a tree — but we've proposed several features that will provide the capping needed while preserving the trees. We knew the neighborhood didn't want to see us go in and cut down the trees because it is a wildlife habitat."

The site will be modified in three phases, and the MPA hopes to complete Phase I this fall. As part of the modifications, a pier will be constructed to accommodate groups such as the Living Classrooms Foundation, which uses natural and maritime resources to provide young people with hands-on education and job training.

Cox Creek, a 100-acre site just south of the Francis Scott Key Bridge on the Patapsco's western shore, has been renovated and is also receiving dredged materials. Some private contractors have deposited materials from smaller jobs there, and the U.S. Army Corps of Engineers will

COX CREEK is a 100-acre dredged material containment site just south of the Francis Scott Key Bridge.

For the next 20 years, **MASONVILLE COVE** will receive 15 million cubic yards of sediment and eventually become home to a marine terminal.

start using it next year.

The Corps is also exploring reopening the Pearce Creek site in Cecil County. Built in the 1930s, the site received dredged materials from the approach channel to the Chesapeake and Delaware Canal until the mid-1990s. In recent years, the material had been deposited at Poole's Island, but that site closed in December.

"We're supporting their efforts to see what is necessary to reactivate the

site," Hamons said, noting that there are concerns about groundwater quality.

The MPA and the Corps of Engineers have developed a hugely successful project in Poplar Island, which not only provided a place to put the dredged materials necessary to keep the lower Bay ship channels open but re-created a historic island lost to erosion. It has become a critical habitat for wildlife as it was in the 1800s.

The MPA and the Corps hope to duplicate that success



KATHY BERGREN SMITH



KATHY BERGREN SMITH



KATHY BERGREN SMITH



MARYLAND ENVIRONMENTAL SERVICE



POPLAR ISLAND, located south of the Port, is being restored with dredged material from lower Chesapeake Bay shipping channels.

while dredging in Baltimore's Chesapeake Bay channels by restoring James Island at the mouth of the Little Choptank River. Another of the Bay islands lost to erosion, James has now dwindled to three tiny islands. The Mid-Bay Island Restoration Project would restore it to about 2,000 acres.

"We're looking again at going back to the historic footprint of the island," said Hamons. The project has been approved at every level except the U.S. Congress — such projects must be included in the Water Resources Development Act, which Congress is supposed to pass every two years. But it hasn't passed one since 2007.

"We have every step completed, it's now a matter of waiting for the next WRDA,"

Hamons said.

Since keeping the Baltimore Harbor open for business means dredging about one-and-a-half million cubic feet each year, another site needs to be developed for the harbor area.

The MPA had been negotiating with Severstal, which owned the old Bethlehem Steel property. But in March, the *Baltimore Sun* reported that the private equity firm Renco Group Inc. agreed to acquire the facility from Severstal, meaning new discussions will need to occur.

Even if a deal could be struck, "we would need to remediate the area, which has serious contamination issues," Hamons said, "and right now the EPA holds the owners responsible for contaminants,

and that's one of the things we would have to work out before there is any transfer of land."

Despite its problems, the site does have the space needed to ensure channels remain open for years to come.

"At this point in time, it's the next preferred option," Hamons said. 🌐



HART-MILLER ISLAND received dredged material for 25 years until 2009. The project created 1,100 acres of wildlife habitat and recreational land.



The MPA's nationally renowned dredged material management program works closely with environmental scientists, communities and federal and state partners.



BIRD PHOTOS COURTESY OF MARYLAND ENVIRONMENTAL SERVICE



KATHY BERGREN SMITH



At The Environmental Peak



National Outdoor Gear and Apparel Retailer Keys on Conservation

Environmental stewardship has been a high priority at Recreational Equipment, Inc. (REI) ever since a Pacific Northwest mountaineer and his climbing buddies founded the national outdoor retail co-op back in 1938. These days, REI not only donates millions of dollars each year to support conservation efforts, but strongly encourages employees and industry partners to get actively involved.

The Washington State-based company even has its own line of ecoSensitive gear and apparel, which shoppers can find amid other eco-conscious products such as Injinji Crew Socks and a Marmot sleeping bag, both of which are made from recycled plastic bottles, or The North Face Denali Jacket that incorporates recycled fleece.

So it's no small compliment when REI officials acknowledge the recent progress that the Maryland Port Administration (MPA) has made with its own environmental efforts.

"We have been very impressed with how quickly the MPA has responded to our inquiries to develop formal environmental programs with both short- and long-term initiatives," said Scott Searcy, REI international logistics manager. "They continue to strive for both innovation and leadership in East Coast port programs."

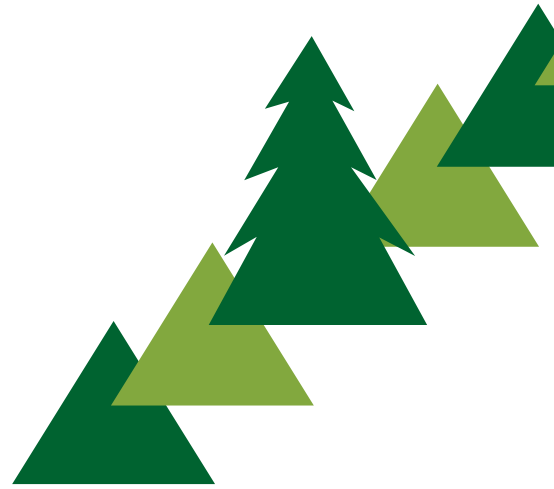
REI's East Coast imports have been flowing primarily through Baltimore ever since 2007, when the company opened a Bedford, Pa., distribution center. (It is one of

BY BLAISE WILLIG





↑ Above: Bedford Distribution Center.
Right: REI LEED-Certified Pittsburgh Store.



- Based in Kent, Wash., REI is the nation's largest consumer cooperative, with more than 3.9 million active members.
- REI operates 114 retail stores nationwide and online stores at REI.com and REI-OUTLET.com.
- REI ranks number nine in the 2011 FORTUNE magazine "100 Best Companies to Work For" list, and is one of only five organizations to be named as an employer of choice since the list's inception in 1998.



PHOTOGRAPHY COURTESY OF REI

www.REI.com



the few distribution centers in the country that has received LEED certification from the U.S. Green Building Council.)

MPA Trade Development Representative Rick Pagley agrees with Searcy that the Port has found a strategic advantage by keying on environmental initiatives. "Both REI and the Port of Baltimore have a great concern for the effects the industry has on our environment and are taking positive steps to minimize these issues," said Pagley.

It's been four years since the MPA developed an Environmental Management System (EMS) emphasizing pollution prevention, regulatory compliance and outreach to the Port community. The MPA continues to make strides with an increase in recycling efforts, improved spill reporting and clean-up, reduced air emissions and better water quality.

Along the way, REI has been kept abreast of the MPA's progress by Pagley. "Rick has developed a passion for stewardship and continues to be a strong partner in influencing positive environmental momentum," Searcy said. "He has proven to be a strong advocate for environmental stewardship for the MPA and proactively engages REI for feedback."

Baltimore is also favored by REI for its "scalability to absorb volume fluctuations," according to Searcy. Chief among the goods arriving at the Port are REI and Novara brand apparel and bikes

from China and Taiwan. "For technical goods — outdoor outdoor, tents, sleeping bags, backpacks and similar goods — China is a vital manufacturing center for many products," Searcy noted. "We also maintain consistent direct intermodal container volumes imported directly from many of our various retail vendors."

Pagley added that the Port "is in a very good logistical position to service the requirements of (REI's) Bedford operation, and there has been a good history of service from the ocean and inland transportation companies."

These factors fit well with one of REI's key goals: "finding the most efficient ways to transport the highest volume of goods with the least amount of carbon-generating fuels."

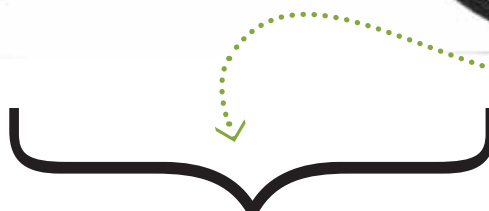
That's what it means to be stewards of the environment. With REI, it's all in a day's work, and more importantly, part of its core purpose. 🌍

About "Product Transportation":

REI-Novana Buzz Bike.



REI's 5-Pronged Environmental Strategy:



1

Reduce greenhouse gas emissions by achieving new efficiencies in logistics and energy use.

2

Find sustainable solutions to paper usage while engaging partners that have a stake in creating a more sustainable supply chain.

3

Reduce waste and optimize recycling with a goal of becoming a zero waste-to-landfill organization by 2020.

4

Work toward creating green buildings such as the six REI facilities that are already LEED certified.

5

Address challenges of product stewardship by providing gear and apparel that are manufactured in an environmentally and socially responsible way.

Source: REI.com, 2009 Stewardship Report - Environment

REI has moved to an enterprise-wide data management system "to provide better visibility into allocating actual shipping costs and environmental impact." This system allows the company to measure the rewards of implementing such logistics strategies as shipping products entirely by water to REI's Bedford, Pa., distribution center. As noted in a 2009 Stewardship Report, "While it took creative work to balance the needs of our business, this decision, coupled with optimizing how we pack shipping containers, reduced shipping-related greenhouse gases by 600 tons (in 2008)."

Source: REI.com, 2009 Stewardship Report - Environment

WUW MAPS COURSE TOWARD

ZERO EMISSIONS



Next Generation Of Ships, Coming To Baltimore This Spring, Is Part Of Ambitious Environmental Vision

Maybe when you sail across the world's oceans every day, you pay more attention to the environment. That would explain the continuous commitment to greener technology made by Wallenius Wilhelmsen Logistics Americas, LLC, a global leader in Roll-On/Roll-Off (RO/RO) cargo, providing factory-to-dealer service.

"Being an environmental forerunner is a cornerstone of our company," said Gary Jones, Senior Vice President, Head of Terminals for the Americas Region at WWL. "We believe it is the right response to the significant environmental impacts from our business, and positions us for future demands from our customers, employees, regulators and the communities in which we operate. Our Forerunner

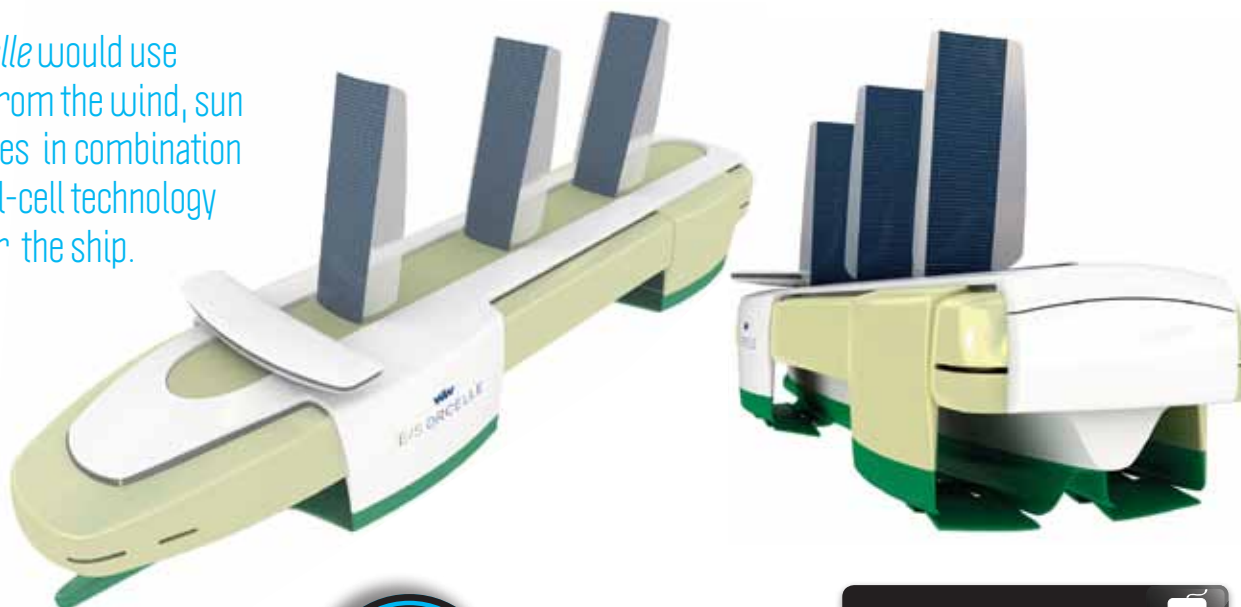
BY NANCY MENEFFEE JACKSON

Images Courtesy of WWL

The Tarago is part of Wallenius Wilhelmsen's modern, eco-friendly and versatile RO/RO fleet, but the next generation of vessels should provide even more environmental advantages.



E/S *Orcelle* would use energy from the wind, sun and waves in combination with fuel-cell technology to power the ship.



www.2wgglobal.com



WWL's **5** Points for a Brighter Future

Five points determine what WWL believes it means to be an environmental forerunner:

- 1 Recognizing that the company's activities impact the environment, and focusing on high-impact changes.
- 2 Continuing to be accountable and transparent in environmental commitments to customers and stakeholders.
- 3 Exceeding its responsibilities to reduce risk and cost.
- 4 Investing in tomorrow's technologies today through new vessel designs and retrofits, and supporting early-stage technology development.
- 5 Recognizing that active partnerships with stakeholders are key to developing sustainable solutions.

Strategy defines how we will actively work over the next 10 years toward our zero-emissions ambition."

WWL hopes to create an emission-free ship, the E/S *Orcelle*, which would use energy from the wind, sun and waves in combination with fuel-cell technology to power the ship. The *Orcelle* would be designed to carry — what else? — 10,000 electric cars.

"While the technology does not exist to viably build this yet, this vision leads the development of each new generation of ships," said Michael S. Derby, General Manager North Atlantic Operations, Ocean, Terminal and Environmental Affairs, Region Americas. "Our newest generation, the

Mark V, will be seen in Baltimore this spring when the M/V *Tonsberg* makes its maiden call here."

The *Tonsberg* will be the largest RO/RO vessel in the world at 869 feet long, with 541,801-square feet of deck space and a ramp capacity of 500tn. The vessel will burn 15 percent to 20 percent less fuel per ton of cargo carried, leading to equivalent CO₂ savings, and it will produce 3 percent less nitrogen

oxides. It uses less ballast water and boasts an onboard ballast water treatment system.

According to Derby, "The design work continues for the next generation, guided by a study recently completed by Wallenius Marine called Project ZERO — a roadmap toward the zero-emission vision."

WWL sees a shift from low-sulfur fuel to ultra low-sulfur fuel, LNG, biogas and methanol. Two-stroke diesels will be replaced with

four-stroke diesels, and gas engines, electric motors, solar panels and eventually sails will be employed.

"Reaching a zero-emission goal requires more than just vision," said Derby, who remarked that the company reduced its total CO₂ emissions by 32 percent in 2009. "Practical application of technology in each new generation vessel will continue to bring WWL one real step closer."

Richard L. Sheckells, Jr., Chief of Environmental Initiatives for the Maryland Port Administration (MPA), has noted that "reducing environmental impacts throughout the entire supply chain is likely to be a key to cargo growth in the seaport industry of the future."


Sheckells added, "Baltimore's position as an inland seaport already provides an inherent environmental advantage; cargo remains on a deep draft vessel for a greater portion of the trip. Deep draft vessels are the most emission efficient way to move cargo. Having private sector partners with the vision of WWL is critical to transforming a seaport's current thinking and practices while balancing the important issues of cost and competitiveness."

WWL has collaborated with a number of important initiatives, including the Baltimore Port Alliance Environmental Committee, and the advisory board of the Maritime Environmental Resource Center, which, according to Sheckells, is evaluating various ballast water treatment technologies.

WWL operates more than 40 terminal and technical service facilities worldwide. Each one has taken environmentally friendly steps such as rainwater collection for water use in Zeebugge, buildings constructed from recycled concrete and rock in Melbourne, and electric yard vehicles used in Baltimore. In the next two years, the shipping giant will take the proven green initiatives from each facility and implement them wherever feasible throughout its global network.

WWL hopes to achieve a zero-emissions terminal goal by 2020. This vision is named the "Castor Green Terminal" because castor is another word for beaver, an animal whose industrious life is conducted on both land and water.

Logistics operations are facing legislation-driven changes in the next five years, and WWL is optimizing its supply chain to use intermodal transitions efficiently.

Together, these initiatives will continue to improve the environment. "It is an ambitious long-term path we are taking, and we are confident that it is the right one," Derby says. 

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Innovative Towing Company Getting New Diesel Engines

For a moment, everyone held their breath as the big crane gently lowered its heavy load into an impossibly small space. The brand new EMD 12-cylinder diesel engine was carefully guided into the lower reaches of the tugboat *Kaleen McAllister* as she floated high in the water at the General Ship Repair facility in Baltimore.

STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH



**"THIS NEW ENGINE WILL REDUCE EMISSIONS
FROM THE TUG SIGNIFICANTLY."**



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"This new engine will reduce emissions from the tug significantly," said Capt. Mike Reagoso, Vice President of Mid-Atlantic Operations for McAllister Towing. "It is one of several changes we are making to our fleet in order to reduce our environmental impact."

The *Kaleen* is part of McAllister Towing's fleet of more than 70 tugboats and 12 barges. McAllister's signature red and white stripes are a fixture in ports from Maine to Puerto Rico, and a fully staffed office is located in Baltimore.

This far-reaching company — one of the nation's oldest and largest marine towing and transportation companies — has deep roots. Founded in 1864, McAllister Towing has seen many changes since Capt. James McAllister began his business with a single sail-powered lighter in New York Harbor.

"We have always been committed to innovation," said Buckley McAllister, the great-great-grandson of James and current Vice President. "From sail to steam to diesel, we have always been ready to serve the maritime community in any weather, wherever we are needed."

Today, that commitment to innovation has taken the McAllister fleet to the cutting edge of workboat technology. The company, whose corporate headquarters is located at Battery Park in New York City, has built several high-horsepower tractor tugs that provide increased maneuverability in ship docking. A far cry from traditional propeller-driven boats, tractor tugs employ a propeller that both twists and spins to provide equal thrust as it moves in any direction at all. Some of the new boats, designed for escorting LNG tankers, also incorporate

Capt. Mike Reagoso is passionate about the environmental efforts being taken at the Port of Baltimore. As the Vice President of Mid-Atlantic Operations for McAllister Towing, he was recently awarded McAllister's first Environmental Initiative Stewardship Award for his commitment to the company's policies and practices. He also serves as the Environmental Chair for the Baltimore Port Alliance, a non-profit group of maritime business representatives.

fire-fighting capabilities comparable to a small municipal fire department.

In Baltimore, where the company has spent more than 30 years providing docking, undocking, towing, dredge and general harbor assist services, McAllister operates an "all tractor" fleet offering customers an extra measure of security with the added thrust.

Now McAllister has embarked on an ambitious program to reduce its carbon footprint. "We are committed to protecting the environment through efficiency, adherence to high standards and responsible stewardship," said Buckley McAllister.

According to the Maryland Environmental Service, the conversion of the *Kaleen McAllister's* engines to Tier II was funded in part by a grant from the American Recovery and Reinvestment Act and leveraged funds from the Maryland Port Administration as part of an effort to reduce emissions at the Port of Baltimore. By year's end, eight vessels in McAllister's entire fleet should have U.S. Environmental Protection Agency Tier II-compliant engines, which meet the highest standard for fuel efficiency and reduced emissions. More conversions are also under way. 🌐

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In addition to operating a fleet of 70-plus tugboats, McAllister also owns and operates the Bridgeport & Port Jefferson Steamboat Company, established in 1883. The steamboat company runs three passenger-car ferries — the *Grand Republic*, *Park City* and *P.T. Barnum* — each capable of carrying 1,000 passengers and 100 automobiles while moving between Bridgeport, Conn., and Port Jefferson, N.Y. The *Park City* was recently repowered with new Tier II-compliant, fuel-efficient engines in keeping with the McAllister commitment to environmental stewardship.

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Moran Pulls Its Weight with ENVIRONMENTAL EFFORTS



BY NANCY MENEFFEE JACKSON

MORAN TOWING CORPORATION BOASTS A 150-YEAR HISTORY BUT IS LOOKING TO THE FUTURE WHEN IT COMES TO PROTECTING THE ENVIRONMENT. THE COMPANY'S MISSION STATEMENT EVEN NOTES: "IN EVERYTHING WE DO, WE WILL FIRST CONSIDER THE SAFETY OF OUR FELLOW EMPLOYEES AND THE MARINE ENVIRONMENT."

Moran, which grew from a small company in New York harbor to one that now operates in the Port of Baltimore and 15 other ports, focuses on ship docking, LNG activities, general towing, marine transportation of petroleum and dry bulk products, and contract and specialty towing.

To accomplish all of its tasks, Moran owns and operates 95 tugboats and 30 barges. In Baltimore, the company's tugs are fully crewed around the clock. Rather than using the engines to provide electricity for the crew's needs — refrigeration, lights, air conditioning, etc. — Moran has built shore power plug-in ports at its new Clinton Street dock. This allows the tugs to turn their engines off, save fuel and dramatically reduce emissions.

"They shut down all the engines and plug the boat into an electrical outlet, so

they don't produce pollution and they conserve energy," said Paul Swensen, Vice President and General Manager of Moran. He added, "When overhauls are required on generators and main engines, we use only EPA-certified emission components."

The company uses double-hulled barges to safeguard against oil spills; in fact, its entire fleet of petroleum tank barges is double-hulled.

Furthermore, nothing in Moran bilges goes overboard and into the water. "Our bilges are pumped out by an environmental company that removes the water from the boat and then recycles it, so water containing oil and fuel isn't pumped back into the harbor," Swensen said. "Moran has replaced all of the packing glands with Kobelco waterless seals that almost completely eliminate any water passing into

the bilges through the shaft alley."

Moran also equips the boats with double sets of trash cans, one for trash and one for recycling. And the crew uses green cleaning products, such as biodegradable soaps. "We are also replacing incandescent light fixtures with florescent when and where possible," Swensen added.

He noted that "all of the management and employees of Moran Towing share in the commitment and responsibility to conduct operations with the utmost regard for the safety and health of personnel at sea and ashore, and to protect and prevent damage to the environment, and to protect and prevent damage to property and equipment." 🌐





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To ensure that this heritage of leadership endures, we maintain ongoing programs of high-tech tug and barge construction. Our fleet of 95 tugs and 30 barges includes new, state-of-the-art Z-drive tractor tugs and ATBs — two more ways for us to offer world-class service.

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or visit us at www.morantug.com



CAPT. ERIC NIELSEN

President of Maryland Pilots Promotes Effective Communication and Strong Environmental Ethic



BY MERRILL WITTY | Photography By Kathy Bergren Smith

He's in his 11th year as president of the Association of Maryland Pilots. The United States Coast Guard (USCG) has licensed him to command ships of any size, on any ocean. He's permitted by the State of Maryland (and USCG) to pilot vessels on the Chesapeake Bay and C&D Canal, and for many years he has guided some of the world's largest ships along these waterways.

Yet, Capt. Eric Nielsen does not currently maintain a slot on the Association's working list. He is, after all, quite busy at the helm of three organizations.

Nielsen's mission these days is looking for ways to make the Port of Baltimore more attractive to cargo shippers — by providing a safe, reliable and efficient pilotage service; by working with the Maryland Port Administration (MPA) and the U.S. Army Corps of Engineers to ensure a world-class navigational channel system; by effectively communicating with Port industry members and their constituents; and by fostering an ever-stronger environmental ethic within Baltimore's Port community.

All of this is part of his work at the Association and as chairman of both the Baltimore Port Alliance (BPA) and Pride of Baltimore, Inc.

A Life on the Sea

Born and raised in Maryland, Nielsen graduated as valedictorian in 1981 from the United States Merchant Marine Academy (USMMA) in Kings Point, N.Y., and was also commissioned as an ensign in the U.S. Naval Reserve. By the time Nielsen applied to become a Maryland pilot, he had earned his U.S. Coast Guard Master's license qualifying him to command ships of any size on any ocean.

He joined the Association of Maryland Pilots in 1989 and became the Association's president in December 2000.

Nielsen and his wife, Jacquie, met while both were attending the USMMA. Daughter Kate works in Washington, D.C., at the National Center for Public Policy Research, and son Alex — following his parents' course — is a midshipman at the USMMA.

Environment & Education

Nielsen has long been a proponent of environmental initiatives. With the BPA, his intent is to continue the strong support that his predecessor, former BPA Chairman Rupert Denney, provided regarding the environmental committee's influence on BPA priorities.

"The challenges we face as an industry — such as emerging regulations to reduce nutrient pollution and sediment to the Chesapeake Bay, and new expectations for reduced emissions through cleaner fuels — can be better met when the Port community works together," said Nielsen. Initiatives pursued by the MPA and the BPA Environmental Committee include the Port's Clean Diesel Program and the establishment of a series of compliance assistance workshops.

Nielsen also points to the work of the BPA Education Outreach Committee, which has set new benchmarks for educational partnerships with local schools, increased awareness of Maryland's deepwater seaport and helped to establish a new BPA website. The outreach committee maintains partnerships with institutions of higher education (Johns Hopkins School of Education, Community College of Baltimore County-Dundalk and Anne Arundel Community College), a pair of Baltimore County high schools (Sollers Point Tech and Eastern Tech) and three Baltimore City-based schools (the Maritime Industries Academy, St. Ignatius Loyola Academy and Living Classrooms Foundation).

Educational initiatives similar to those of the BPA are also pursued by Pride of Baltimore, Inc., a private, non-profit organization that owns *Pride II*, an authentic reproduction of a 19th-century Baltimore clipper topsail schooner.

Pilot Priorities

As president of the Association of Maryland Pilots, Nielsen is not only concerned with the safe, efficient movement of vessels through local navigation channels, but is also responsible for ensuring that the protection of the environment remains paramount. "The very essence of the state pilotage system demands environmentally sensitive pilotage transits," Nielsen said.

Additionally, pilots provide each shipmaster with a copy of Maryland's pollution regulations and report any

observed infractions. "The result is that the Maryland pilot aboard each vessel is acting to enhance environmental protection by ensuring the vessel is transiting the channels as safely as possible," Nielsen said.

In terms of their own environmental actions, the Association has fitted pilot launches with state-of-the-art, fuel-efficient propellers that burn only low-sulfur diesel fuel. The Association also operates fuel-efficient vans for transportation and uses only low-sulfur diesel in its headquarters and tower generators.

"We're small compared to many other port organizations, but everyone can do something," said Nielsen, noting that packaging materials purchased by the Association are now 100% recyclable. "We are doing our part to be efficient, to minimize waste and increase recycling and the use of recycled products." 🌍

A BIG Job on the Bay

A Bay pilot's job is often a thrilling one, boarding ships at any time of the day or night, in all kinds of weather. Some are Cape Class ships — ships so huge they can't fit through the Panama Canal and must sail down the Suez Canal or around the Cape of Good Hope or Cape Horn.

"The Mediterranean Shipping Company has already integrated the post-panamax Cape Class ships into its rotations," said Nielsen, "and we've already been getting these container ships, which are 1,100 feet long and 140 to 150 feet wide, into the Port. They can hold 8,500 containers."

In 2014, the Panama Canal will open its new locks and be able to handle Cape Class vessels. It's expected that, as early as next year, the Port of Baltimore's Seagirt Berth 4 will be allowing these ships in at their full draft. "It's exciting that the Port will be handling these ships two years before Panama," Nielsen said.

www.mdpilots.com



Captain Kevin Gugliotta, AMP

ASSOCIATION OF MARYLAND PILOTS

Phone: (410) 342-6013

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MAIDEN voyages



Celebrating the arrival of the Auriga Leader were, from left, NYK Line's Scott Senko, Capt. Vasile Matiuc, MPA's Cynthia Burman and Inchcape's Matthew Lyneis.

First Green NYK Ship Arrives in Baltimore

Auriga Leader, a pure car/truck carrier in the NYK Line (North America) fleet, visited the Dundalk Marine Terminal on her maiden voyage to Baltimore. The vessel uses solar panels to supplement power and is the first NYK ship of its type to call on Baltimore. *Auriga Leader* measures 199.99 meters in length and 32.26 meters in width, sails under the flag of Singapore and has a cargo capacity of more than 6,300 units.

Agent: Inchcape Shipping Services

Stevedore: Ceres Marine Terminal

Towing: Moran Towing of Maryland



On hand for the Horizon Leader wheel ceremony were, from left, NYK Line's Scott Senko, MPA's Cynthia Burman, Capt. Petar Milushev and Inchcape's Matthew Lyneis.

Horizon Leader Travels to Baltimore

The NYK Line's *Horizon Leader* arrived at the Port of Baltimore flying the flag of the Bahamas. At a length of 199.95 meters and width of 32.26 meters, the pure car/truck carrier has a capacity of 6,677 units.

Agent: Inchcape Shipping Services

Stevedore: Ceres Marine Terminal

Towing: Moran Towing of Maryland



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This list, prepared by the Maryland Department of the Environment and published online at www.mde.state.md.us, features companies identified as environmental consultants and displaying particular experience in remediating oil-contaminated sites.

Source: Maryland Department of the Environment, www.mde.state.md.us, September 2010. Web addresses compiled by Media Two, February 2011.

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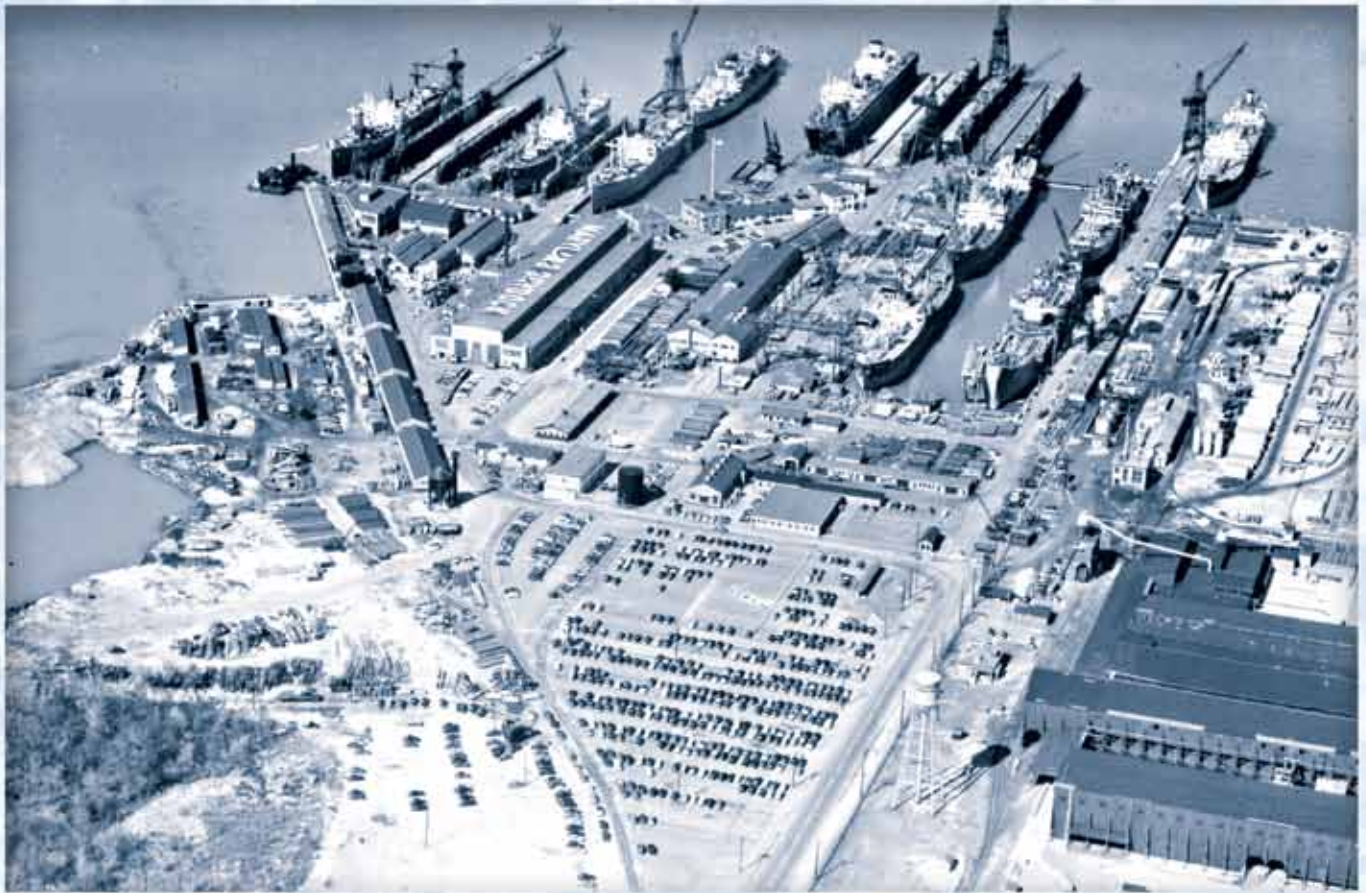
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STORY BY KATHY BERGREN SMITH

This aerial photograph of the Masonville Cove area shows the Maryland Drydock and Shipbuilding Company during its heyday. It is a snapshot of a place that, like the rest of the Port of Baltimore, has a vibrant and varied history.

This shipyard, on the southern border of the city on the south shore of the Patapsco River, launched the first container ship in the world in 1960. Later, after Maryland Drydock closed, the cove became a location for shipbreaking. Both the building and breaking of ships took their toll on the site, leaving industrial pollutants and abandoned vessels.

Today, through an award-winning collaboration of scientists, engineers, community members and the Port of Baltimore, the next

chapter in the history of Masonville Cove is being written. The area has been cleared of the abandoned vessels, and dikes have been built to contain material dredged from the Baltimore Harbor. The site, now called the Masonville Dredged Material Containment Facility, will be filled with dredged material over time, and then capped. The new space will become a next-generation marine terminal for the Port of Baltimore.

Meanwhile, the quiet cove adjacent to the site is being preserved as an Urban Wilderness Conservation Area with an educational center, giving the community access to the river and teaching environmental stewardship. 🌍

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